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MID-WEEK DIGEST

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Vol. 20, No. 2262 — DETROIT, WEDNESDAY, DECEMBER 18, 1935 — $6 PER YEAR. THE MID-WEEK DIGEST IS NOT SOLD SINGLY.

--in the pink

A CONFIDENTIAL LETTER FROM THE EDITOR

"IT'S WORTH $100—a lot of Christmas spending money—to anyone who can prove that a traffic ticket is fixable in Chicago. Authorities, driving for safety and the unfixable traffic ticket, felt so confident of success today that George Fleming, of Mayor Kelly's Civic Committee, announced the offer of this award," says an Associated Press dispatch from that city.

Right there, I think, Chicago gets to the root of the evil, one of the major things that hamstring conscientious city officials striving for safety on the streets and highways—traffic ticket-fixing. All of us know that if everyone who gets a ticket has to go into court and answer, the entire complexion of our problem would be changed. The fear of God would be thrown into careless drivers and even the nit-wits would stop, look and listen.

* * *

I FANCY I HEAR the sniff of pessimists who say that other cities have tried this and failed because of political pressure and the like, but somehow or other I feel Chicago is serious this time. As evidence of the stiff backbone Chicago possesses, I only have to refer to what happened in that city several years back. The loop district was tied in a congestion knot because of the parked cars at the curb. Street cars crawled like turtles and motor cars inched their way through traffic. Taxicabs were worthless as time-savers and there was hell to pay in the business district.

Chicago took the bull by the horns and by edict banned all parking in the loop section, save at taxicab stands, during business hours. Fortunately, Chicago possesses free, unlimited parking on the made land east of the Illinois Central Tracks and on the fringe of the loop, which relieved the situation. Chicago never weakened on this rule and in consequence traffic in the downtown section has materially speeded up.

* * *

IN CONSEQUENCE of this I feel that Chicago is going to stick by its guns in the war on the traffic ticket fixers. If other cities will take as firm a stand it won't be long before we will see the number of accidents caused by traffic congestion reduced materially. Law-obedience by all is necessary to make for public safety. Now what's needed is for the authorities to put through ordinances which will control pedestrian traffic and see that they are lived up to.

* * *

AS THIS WRITER recorded in "Sparks," last Saturday, Hupp is over the hump. But at the time the war to end wars had not reached the grand finale. The trouble-maker had been most effectually squelched, but there still remained for the Federal Court in Detroit to formally issue the necessary decree. That act of penmanship took place on Monday of this week and so Vern Drum and Wallace MacDonald have jumped the gun on Santa Claus and have opened their Christmas present ahead of time.

There hasn't been any doubt in the minds of the Hupp executives as to what Judge Tuttle would do, but just the same it must take the worry off their minds to reach the end of this legal trail. And I again reiterate that the company is set to go places.

* * *

WHILE I WAS not fortunate enough to go to Atlantic City for the ASI meeting, my scouts bring back word that one of the results of the week on the edge of the board walk was the realization of the jobbers of parts and accessories that the car dealers are just about their best customers, which means that neighborhood sales-service, advocated by ADN, is producing definite and big business for the parts people. And the jobbers have an even better year in this field in sight for next year, for at Atlantic City the car dealer body was the biggest buyer of equipment for 1936 that developed.

Chicago for the next show seems to me to be the logical site, for Brother Faeh, who ran the car show there last month, proved that with the room afforded by the Amphitheatre at the stock yards that exhibitors can have all the space needed for displaying their wares properly.

Chris Sinsabaugh

Mid-Week in the Industry

Production for Week 99,000 Units; 400,000 Dec. Output Likely; Sales Hold Up, but Used Car Inventories Gain; Nov. Registrations Revised to 210,000; Agricultural States Prove Big Market

Output Swings Upward

Production of passenger cars and trucks during the week ended Dec. 14 climbed sharply from the previous week's estimated total of 96,000 units to better than 99,000 units. This makes it seem quite likely now that earlier estimates of 400,000 units for December will stand, and the total for the closing quarter of 1935 will be well in excess of 1,000,000 units.

ADN Production Estimate

	Week Ended Dec. 14	To Date 1936	†To Date 1935
Ford	28,000	234,500	1,181,000
Chevrolet	25,000	219,000	991,000
Plymouth	16,000	106,400	456,764
Dodge	5,500	67,514	251,673
Pontiac	4,544	50,955	174,329
Oldsmobile	4,638	49,377	174,432
Buick	4,100	58,243	107,434
Hudson-Terraplane	3,625	33,770	92,710
Packard	1,577	20,645	59,074
Graham	775	3,630	22,175
Auburn	300	2,600	6,885
Studebaker	1,682	9,384	50,383
Hupmobile	400	2,470	8,633
Lincoln	350	2,240	17,278
Cadillac-LaSalle	850	10,275	20,273
Willys	516	5,451	20,268
De Soto	750	4,790	23,848
Chrysler	525	3,100	35,617
Reo	626	4,226	12,821

† Calendar Year includes 1936 models.
* Revised.

* * *

Sales Hold Firm

New car sales during December are reported holding firm and running higher than during November. Used car demand is also showing some improvement but sales of used cars are not keeping pace with inventory increases. This situation is reported as bad in several centers at the present time and efforts are being made by practically all factories to help dealers move the used cars along. R. L. Polk & Co., in its weekly report, has lowered its estimate of new passenger car registrations for November from an earlier figure of 215,000 to 210,000 which is closely in line with the highest figure for November in the history of the industry. The previous record was held by November, 1928, when 211,736 units were registered. The October total this year was 148,389. Polk also estimates the November new commercial car registrations at 32,000 units which compares with 43,243 in October and 28,689 in November last year.

* * *

Used Car Statistics

A good check on used car movements, although local in color, is the monthly report of the Motor Car Dealers' Assn. of San Francisco. This report for November shows an increase in inventories during the month from 1,577 at the end of October to 1,866 at the end of November. This is a gain of approximately 15 per cent. A favorable factor, however, is that the average value of used cars in stock declined during the month from $363 to $357. Used car sales by the coast dealers during November increased approximately 14 per cent, or from 1,380 in October to 1,602 in November. Despite this increase in used car sales the average selling price during the month climbed from $293 in October to $298 in November. As compared with the same month last year the average selling price was off $4 from the level last year of $302 per car. The average inventory value this year was $357 in November as compared with $356 in the same month a year ago, which indicates that dealers are watching their allowances with care. The inventory was up, however, from 1,493 last year to 1,866 this year. The average loss per used car sold during November this year dropped to $59 per car from $70 per car in October, but was slightly above the average of $54 per car in November last year. In 1934 these coast dealers took their greatest per car loss in October with the peak of $74. This year the greatest loss occurred in September when the peak was $89 per car. These figures, as stated before, are local but give an inkling to the used car trend.

* * *

Farm Markets Proved

During the past several months ADN has been pointing to the real market which exists in the farming areas. It is gratifying now with returns for the first 10 months of the year to point to the geographical break-down on page 3 of this issue. Here it will be seen that the chief gains recorded this year were: West North Central States, 52 per cent; East North Central States, 45.8 per cent, and Mountain States, 45.1 per cent, against an average gain for all states of 34 per cent.

Mid-Week Automotive News Bulletin

Up to 1:00 P.M., Tuesday, Dec. 17

Orders Inquiry

Detroit.—Immediately after Federal Judge Arthur J. Tuttle Monday signed the formal decree in the Hupp Motor Car Corp. litigation that has been going on for nearly a year, he ordered a special investigation with a view of returning to Hupp money he charged was unlawfully extracted by Archie M. Andrews, former chairman of the corporation. Judge Tuttle permitted the tentative decree approved Nov. 4 to be amended. Andrews is censured in the court's conclusion, which asserts he committed wrongful, fraudulent and illegal acts for personal profits.

Makers Protest Tariff

Ottawa, Canada. — Canadian automobile makers, Monday, appealed to the tariff board for cancellation of concessions made to the United States under the new trade treaty. They argued that their higher manufacturing cost justified a spread between American and Canadian prices.

The Canadian Automobile Chamber of Commerce asked that the intermediate tariff be raised from 17½ per cent to the general tariff level of 20 per cent so that duty on cars from the United States will be the same after the treaty goes into effect as before. Restoration of the 5 per cent excise tax on cars imported from the United States was also asked. Under the new treaty the tax would be 3 per cent. The CACC includes the Canadian divisions of General Motors, Chrysler, Hudson, International Harvester and Studebaker.

To Fight NRLB

Detroit.—The Fruehauf Trailer Co., Monday, decided to start legal action to nullify the order of the National Labor Relations Board's order that the company reinstate seven discharged men, give them back pay, stop interfering with organization of workers and abolish a detective to report on union activities.

The company contends that the discharge was the result of a slump in business. Victor W. Klein, counsel for the company, declares that the Wagner Act is unconstitutional. Suit was to be filed Tuesday morning in the Cincinnati Circuit Court of Appeals.

Decision Reversed

Philadelphia.—The United States Circuit Court of Appeals has reversed an accounting decree by the Federal District Court at Pittsburgh that awarded $414,120 damages to Triplex Safety Glass Co. against Pittsburgh Plate Glass. The former ruling allowed Pittsburgh to deduct $1,696,401 on defective glass which was returned and $1,108,692 it was credited with for the use of patents which were originally ruled infringements on Triplex. The change will restate the sums to include the two, which total $2,805,094.

Charge Violation

Washington.—Counsel for the Federal Trade Commission has recommended that the commission issue an order that the Goodyear Tire & Rubber Co. "cease and desist" alleged violation of anti-trust laws through price discriminations.

Current List for 1936

(Corrected as of Dec. 17, 1935)

AUBURN, 6-cyl., Model 653—Brough., $745; broug. custom, $855; broug. salon, $932; coupe, $835; coupe custom, $942; coupe salon, $990; sedan, $795; sedan custom, $902; sedan salon, $982; cab., $945; cab. custom, $1053; cab. salon, $1100; phae. sedan, $995; phae. sedan custom, $1102; phae. sedan salon, $1152. **8-cyl., Model 851**—Broug., $895; broug. custom, $1008; broug. salon, $1168; coupe, $1085; coupe custom, $1173; coupe salon $1221; sedan, $1095; sedan custom, $1188; sedan salon, $1268; cab., $1175; cab. custom, $1313; cab. salon, $1361; phae. sedan, $1275; phae. sedan custom, $1368; phae. sedan salon, $1448. **Auburn Supercharger 8-cyl.**—Broug. $1445; 4-dr. sedan, $1545; conv. cab., $1675; 5-pass. phae. sedan, $1725; coupe, $1545; speedster, $2245.

BUICK, Series 40 Special—4-dr. 5-pass. sedan, trunk, $895; 2-pass. bus. coupe, $755; 4-pass. sport coupe, cpe seat, $820; 4-pass. sport coupe, rble., $850; 4-pass. conv. coupe, rble., $895; 2-dr. 5-pass. victoria coupe, trunk, $850. **Series 60 Century**—4-d. 5-pass. sedan, trunk, $1090; 4-pass. sport coupe, opera seat, $1035; 4-pass. sport coupe, rble., $1035; 4-pass. conv. coupe, rble. seat, fender well only, $1135; 2-dr. 5-pass. victoria coupe, trunk, $1055. **Series 80 Roadmaster**—4-dr. 6-pass. sedan, trunk, $1255; 6-pass. conv. phaeton, trunk, fender well only, $1565. **Series 90 Limited**—4-dr. 8-pass. sedan, trunk, fender well only, $1845; 8-pass. sedan-lim., trunk, fender well only, $1945; 4-dr. 6-pass. sedan, trunk, fender well only, $1695.

CADILLAC V-8, Series 60—2-pass. conv. coupe, $1725; 2-pass. coupe, $1645; 5-pass. tour. sedan, $1695. **Series 70**—2-pass. conv. coupe, $2695; 5-pass. conv. sedan, $2745; 2-pass. coupe, $2595; 5-pass. tour. sedan, $2445. **Series 75**—5-pass. conv. sedan, $3395; 5-pass. sedan, $2645; 5-pass. tour. sedan, $2645; 5-pass. formal sedan, $3395; 5-pass. town sedan, $3145; 7-pass. sedan, $2795; 7-pass. Imperial, $2995; 7-pass. Imperial tour. sedan, $2995; 7-pass. town car, $4445.

CADILLAC V-12, Series 80—2-pass. conv. coupe, $3395; 5-pass. conv. sedan, $3445; 2-pass. coupe, $3295; 5-pass. tour. sedan, $3145. **Series 85**—5-pass. conv. sedan, $4095; 5-pass. sedan, $3345; 5-pass. tour. sedan, $3345; 5-pass. formal sedan, $4095; 5-pass. town sedan, $3845; 7-pass. sedan, $3495; 7-pass. tour. sedan, $3495; 7-pass. imperial, $3695; 7-pass. tour. imperial, $3695; 7-pass. town car, $5145.

CADILLAC V-16, Series 90—5-pass. conv. sedan, $7950 5-pass. town sedan, $7450; 7-pass. sedan, $7550; 7-pass. limousine, $7750.

CHEVROLET, Std. 6 cyl.—Sedan, $575; coach, $510; coupe, $495; town sedan, $535; sport sedan, $600; sedan delivery, $535. **Master De Luxe**—Coach, $580; sedan, $640; town sedan, $605; sport sedan, $655; business coupe, $560; sport coupe, $590.

CHRYSLER, 6-cyl.—Business coupe, $760; rumble seat coupe, $825; touring brougham, $825; touring sedan, $875. **De Luxe Eight**—Business coupe, $925; touring brougham, $995; rumble seat coupe, $995; touring sedan, $1045. **Airflow Eight**—6-pass sedan, $1345; 6-pass. coupe, $1345. **Airflow Imperial**—6-pass coupe, $1475; 6-pass. sedan, $1475.

DE SOTO, Airstream—De luxe bus. coupe, $695; de luxe tour. brougham, $770; de luxe tour. sedan, $810; custom bus. coupe, $745; custom rumble seat coupe, $795; custom tour. brougham, $825; custom tour. sedan, $865. **Airflow**—6-pass. sedan, $1095; coupe with auxiliary seats, $1095.

DODGE—Bus. coupe, $640; r. s. coupe, $695; 2-dr. sedan, $595; 2-dr. tour. sedan, $730; 4-dr. sedan, $735; 4-dr. tour. sedan, $760.

FORD—5-win. coupe, $510; tudor sedan, $520; fordor sedan, $580; de luxe 5-win. coupe, $555; de luxe roadster (rumble seat), $560; de luxe tudor sedan, $565; de luxe 3-win. coupe, $570; de luxe phaeton, $590; tudor tour. sedan, $590; de luxe fordor sedan, $625; cabriolet, $625; fordor tour. sedan, $650; convertible sedan, $760.

GRAHAM, Supercharger Model—2-dr. tour. sedan with trunk, $895; 2-dr. tour. sedan with luggage comp., $865; 4-dr. tour. sedan with trunk, $925; coupe with r. s., $895; bus. coupe, $865; custom 4-dr. tour. sedan with trunk, $1170. **Cavalier**—2-dr tour. sedan with trunk, $795; 2-dr. tour. sedan with luggage comp., $765, 4-dr. tour. sedan with trunk, $825; 4-dr. tour. sedan with luggage comp., $795; coupe with r. s., $795; bus. coupe, $765. **Crusader**—4-dr. sedan with trunk, $665; 2-dr. tour. sedan with luggage comp., $635; 4-dr. tour. sedan with trunk, $695; 4-dr. tour. sedan with luggage comp., $665.

HUDSON, 6-cyl. Custom Series—Brougham, $730; tour. brougham, $755; sedan, $785; tour. sedan, $810; 4-pass. coupe, $755; 2-pass coupe, $710. **8-cyl. De Luxe Series**—Brougham, $790; tour. brougham, $815; sedan, $855; tour. sedan, $880; 4-pass. coupe, $810; 2-pass. coupe, $760. **8-cyl. Custom Series**—Brougham $885; tour. brougham, $910; sedan, $950; tour. sedan, $975; 4-pass. coupe, $895; 2-pass. coupe, $845.

HUPMOBILE, Series "G" 608 Six—Special 2-dr. sedan, $815; special 2-dr. tour. sedan, $850; special 4-dr. sedan, $855; special 4-dr. tour. sedan, $890; bus. coupe without r. s., $795; coupe with r. s., $840; custom 2-dr. sedan, $890; custom 2-dr. tour. sedan, $925; custom 4-dr. sedan, $930; custom 4-dr. tour. sedan, $965 custom bus. coupe without r. s., $870; custom coupe with r. s., $915. **Series "N" 621 Eight**—Special 2-dr. sedan, $995; special 2-dr. tour. sedan, $1035; special 4-dr. sedan, $1035; special 4-dr. tour. sedan, $1075; coupe with r. s., $1035; custom 2-dr. sedan, $1095; custom 2-dr. tour. sedan, $1135; custom 4-dr. sedan, $1135; custom 4-dr. tour. sedan, $1175; custom coupe with r. s., $1135.

LAFAYETTE—3-pass. coupe, $595; 5-pass. coupe, $665; victoria, $625; victoria with trunk, $655; sedan, $675; sedan with trunk, $700; cabriolet, price later.

LA SALLE—2-pass. conv. coupe, $1255; 2-pass. coupe, $1175; 5-pass. tour. coupe, $1185; 5-pass. tour. sedan, $1225.

LINCOLN-ZEPHYR—2-dr. sedan, $1275; 4-dr. sedan, $1320.

NASH, "400" Series—3-pass. coupe, $665; 5-pass. coupe, $715; victoria, $690; victoria with trunk, $720; sedan, $740; sedan with trunk, $765. **"400" De Luxe Series**—3-pass. coupe, $675; 5-pass. coupe, $725; victoria, $715; victoria with trunk, $745; sedan, $765; sedan with trunk, $790; cabriolet, price later. **Ambassador Series**—Tour. victoria, $835; tour. sedan, $885; super eight tour. sedan, $915.

OLDSMOBILE Six—Bus. coupe, $665; sport coupe, $730; 5-pass. coupe, $730; conv. coupe, $805; 5-pass. tour. coupe, $755; 5-pass. 4-dr. sedan, $795; 5-pass. 4-dr. tour sedan, $829. **Eight**—Bus. coupe, $810; sport coupe, $845; 5-pass. coupe, $845; 5-pass. tour. coupe, $870; 4-dr. sedan, $935; conv. coupe, $935; 5-pass. 4-dr. sedan, $935.

PACKARD—120—Bus. coupe, 2-pass., $990; 2-4-pass. conv. coupe, $1110; 2-4-pass. sport coupe, $1030; 5-pass. tour. coupe, $1010; 5-pass. sedan, $1075; 5-pass. club sedan, $1090; 5-pass. tour. sedan, $1115. **Eight, Model 1400, 127" W.B.**—5-pass. sedan, $2385. **Model 1401, 134" W.B.**—5-pass. coupe, $2560; 2-4-pass. coupe, $2470; coupe rdstr., 2-4-pass., $2730; 4-pass. phae., $3020; 5-pass. club sedan, $2580; 5-7-pass. formal sedan, $3285; 5-pass. sedan, $2585; conv. victoria, 5-pass., $3270. **Model 1402, 139" W.B.**—Lim., 7-pass., $2890; 8-pass. bus. lim., $2765; 5-pass. conv. sedan, $3400; 8-pass. bus. sedan, $2630; 7-pass. tour., $3270. **Super Eight, Model 1403, 132" W.B.**—5-pass. sedan, $2990. **Model 1404, 139" W.B.**—5-pass. coupe, $3080; 2-4-pass. coupe, $2880; 2-4-pass. coupe rdstr., $3070; 4-pass. phae., $3390; 4-pass. sport phae., $3650; 5-pass. club sedan, $3170; 5-7-pass. formal sedan, $3800; 5-pass. conv. Victoria, $3860. **Model 1405, 144" W.B.**—7-pass. lim., $3580; 8-pass. bus. lim., $3455; 5-pass. conv. sedan, $4010; 7-pass. sedan, $3390; 8-pass. bus. sedan, $3265; 7-pass. tour., $3690. **Twelve, Model 1407, 139" W.B.**—5-pass. coupe, $3990; 2-4-pass. coupe, $3820; 2-4-pass. coupe-rdstr., $3850; 4-pass. phae., $4190; 4-pass. sport phae., $4490; 5-pass. club sedan, $4060; 5-7-pass. formal sedan, $4060; 5-pass. sedan, $3960; conv. victoria, 5-pass., $4890. **Model 1408, 144" W.B.**—7-pass. lim., $4485; 5-pass. conv. sedan, $5050; 7-pass. sedan, $4285; 7-pass. tour., $4490.

PIERCE-ARROW, Model 1601—139-in. w. b. chassis, spare wheel on rear, $2650; 5-pass. sedan, $3195; 5-pass. club sedan, $3295; coupe with r. s., $3195; conv. coupe rdst. with r. s., $3295; 144-in. w. b. chassis, spare wheel on rear, $2875; 7-pass. sedan, $3500; 7-pass. enclosed drive lim., $3650; Brunn met. town brougham, $5295; 147-in. w. b. 9-pass. com. sedan, $3400. **Model 1602**—139-in. w. b. chassis, spare wheel on rear, $3150; 5-pass. sedan, $3695; 5-pass. club sedan, $3795; coupe with r. s., $3695; conv. coupe rdst. with r. s., $3795; 144-in. w. b. chassis, spare wheel on rear, $3375; 7-pass. sedan, $4000; 7-pass. enclosed drive lim., $4150; Brunn met. town brougham, $5795. **Model 1603**—147-in. w. b. chassis, spare wheel on rear, $4100; 7-pass. sedan, $4795; 7-pass. enclosed drive lim., $4995.

PLYMOUTH—Coupe, $510; 2-dr. sedan, $545; 4-dr. sedan, $590. **De Luxe**—Coupe, $580; rumb. seat coupe, $620; 2-dr. sedan, $625; 4-dr. sedan, $660; 2-dr. tour. sedan, $645; 4-dr. tour. sedan, $690.

PONTIAC, Master Six—Coupe, $615; sport coupe, $675; cabriolet, $760; 2-dr. sedan, $675; 2-dr. tour. sedan, $700; 4-dr. sedan, $720; 4-dr. tour. sedan, $745. **De Luxe Six**—coupe, $665; sport coupe, $720; 2-dr. sedan, $720; 2-dr. tour. sedan, $745; 4-dr. sedan, $770; 4-dr. tour. sedan, $795. **De Luxe Eight**—coupe, $730; sport coupe, $785; 2-dr. sedan, $770; 2-dr. tour. sedan, $795; 4-dr. sedan, $815; 4-dr. tour. sedan, $840.

REO, Standard—2-dr. coach, $795; 4-dr. sedan, $845. **De Luxe**—2-dr. brougham, $845; 4-door sedan, $895.

STUDEBAKER, Dictator—2-pass. bus. coupe, $665; 2-pass. custom coupe, $695; 4-pass. custom coupe, $720; St. Regis custom sedan, $725; St. Regis cruising sedan, $745; custom sedan, $755; cruising sedan, $775. **President**—2-pass. custom coupe, $965; 4-pass. custom coupe, $995; St. Regis custom sedan, $1015; St. Regis cruising sedan, $1035; custom sedan, $1045; cruising sedan, $1065.

TERRAPLANE, De Luxe Series—Brougham, $615; tour. brougham, $635; sedan, $670; tour. sedan, $690; 4-pass. coupe, $640; 2-pass. coupe, $595. **Custom Series**—Brougham, $665 tour. brougham, $685; sedan, $720; tour. sedan, $740; 4-pass. coupe, $690; 2-pass. coupe, $650.

WILLYS—Coupe, $395; std. sedan, $425; de luxe sedan, $450; cab pickup, $395; panel delivery, $415.

New Passenger Car Registrations, 22

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey Motor

STATES		CHRYSLER GROUP					FORD GROUP			GENERAL MOTORS GROUP					
		Chrysler	De Soto	Dodge	Plymouth	Totals	Ford	Lincoln	Totals	Buick	Cadillac	Chevrolet	LaSalle	Oldsmobile	Pontiac
Arkansas	'35	3	2	75	126	206	361		361	46		488	4	37	67
	'34	15	3	36	114	168	283		283	13	1	470	2	30	12
Delaware	'35	3	4	21	59	87	114		114	58	10	173	3	54	62
	'34	5	4	3	42	54	36		36	16	1	59		35	18
Florida	'35	8	2	98	217	325	536		536	127	7	607	14	111	95
	'34	40	12	88	203	343	373	4	377	98	3	542	6	50	45
Georgia	'35	12	11	117	306	446	769	1	770	119	11	999	17	163	87
	'34	26	6	42	185	259	647	2	649	64	3	799	10	93	55
Idaho	'35	4	3	56	113	176	164		164	31		166	2	15	20
	'34	6	8	22	69	105	190		190	9		252		13	9
Kansas	'35	4	10	129	331	474	779		779	101	2	760	3	103	129
	'34	45	16	69	293	423	555		555	64	2	1036	6	103	87
Louisiana	'35	11	9	174	256	450	786	5	791	91	7	1070	12	132	97
	'34	19	4	71	195	289	360	3	363	40	4	656	3	34	32
Maryland	'35	29	19	191	527	766	723	1	724	197	16	892	11	156	183
	'34	70	7	124	177	378	276		276	62	4	400	4	76	44
Minnesota	'35	24	9	244	735	1012	1165		1165	215	10	1261	8	178	201
	'34	57	10	62	221	350	489	2	491	107	4	878	4	81	44
Missouri	'35	23	22	239	608	892	1354		1354	214	16	1335	25	311	227
	'34	41	22	135	400	598	679	3	682	79	9	1248	7	140	110
Montana	'35	6	3	53	108	170	181		181	22		181	1	17	17
	'34	10	1	18	63	92	150		150	11		225		7	7
New Mexico	'35	6	6	39	111	162	218		218	47	1	293	1	35	31
	'34	19	4	23	72	118	155	1	156	30		255		11	17
North Carolina	'35	12	23	192	616	843	1250	3	1253	164	5	1797	8	165	142
	'34	49	11	64	407	531	695		695	95	1	1423	6	77	100
North Dakota	'35	1	4	27	101	133	243		243	20		261		13	21
	'34	10	1	8	50	69	31		31	17		172		12	12
Oregon	'35	12	13	146	281	452	476	1	477	86	10	588	8	98	105
	'34	29	8	62	140	239	197		197	29	4	356	3	33	16
South Carolina	'35	5	7	124	234	370	566		566	72	2	975	4	67	83
	'34	25	6	67	225	323	548		548	50		872	3	63	56
South Dakota	'35	1	6	44	123	174	245		245	41	1	223		32	31
	'34	9	1	18	59	87	152		152	13		220		25	9
Utah	'35	9	3	63	118	193	152	2	154	24	1	209	1	41	12
	'34	9	1	36	44	90	91		91	13	2	177		20	8
Virginia	'35	13	21	249	495	778	1206	1	1207	153	3	1139	9	129	140
	'34	36	20	99	352	507	571	4	575	92	4	967	5	55	75
Washington	'35	22	15	201	277	515	492		492	93	5	486	9	167	105
	'34	28	20	65	137	250	198	1	199	39	4	378	4	68	38
West Virginia	'35	14	15	139	417	585	391	1	392	79	5	635	7	132	81
	'34	39	6	77	210	332	298	2	300	29	4	299	3	44	35
Wisconsin	'35	29	24	442	813	1308	1457	4	1461	319	16	1438	18	431	363
	'34	99	26	226	403	754	507	4	511	147	5	1006	5	199	111
Total, 22 States for November	'35	251	231	3063	6972	10517	13628	19	13647	2319	128	15976	165	2587	2299
	'34	686	197	1415	4061	6359	7481	26	7507	1117	55	12690	71	1269	935

NEW PASSENGER CAR REGISTRATIONS

MONTH		CHRYSLER GROUP					FORD GROUP			GENERAL MOTORS GROUP					
		Chrysler	De Soto	Dodge	Plymouth	Totals	Ford	Lincoln	Totals	Buick	Cadillac	Chevrolet	LaSalle	Oldsmobile	Pontiac
January	'35	1924	1261	8978	24873	37036	46306	115	46421	4240	297	26549	369	4453	5864
	'34	450	500	3960	9679	14589	25828	112	25940	2738	183	7223	69	557	2863
February	'35	2646	1458	11352	26886	42342	64957	113	65070	3651	316	29536	404	9220	8737
	'34	255	284	5990	16684	23213	28810	137	28947	3205	382	24851	32	1749	4206
March	'35	4283	2583	17506	34615	58987	94986	142	95128	5393	433	55733	500	14755	13449
	'34	1879	866	9657	30918	43320	46200	178	46378	4962	516	50796	153	4602	7259
April	'35	5204	3084	20302	42707	71297	105479	192	105671	6952	541	75083	1379	17661	16038
	'34	3529	1381	11527	34295	50732	61986	236	62222	6453	672	63501	782	8916	9612
May	'35	5217	2957	20092	43713	71979	93467	213	93680	7082	549	59209	1593	17930	16058
	'34	3713	1457	9058	33291	47519	68051	223	68274	5310	683	57795	962	9331	9237
June	'35	4778	2917	18693	40263	66651	83273	159	83432	6758	529	66054	1403	16421	14978
	'34	3228	1146	9220	34118	47712	64405	175	64580	8309	499	64580	762	9190	9631
July	'35	4542	3057	18951	40674	67224	83203	129	83332	6700	457	71226	1101	75632	15208
	'34	3257	1372	10031	38289	52949	63205	160	63365	7951	400	67026	593	9197	8618
August	'35	3443	2468	14888	32147	52946	61590	133	61723	4717	314	68281	1056	11839	11906
	'34	2922	1335	8420	33107	45784	54112	203	54315	5808	309	55507	446	8524	6602
September	'35	2284	1761	7413	17737	29195	43775	100	43875	4479	290	48994	740	6089	7427
	'34	2195	934	5894	24551	33574	41929	171	42100	4566	271	43003	370	6313	4997
October	'35	1535	1647	7719	16518	27419	38311	106	38417	12760	781	34869	1038	7807	8037
	'34	2844	968	6919	22247	32978	38652	183	38835	5167	330	38084	374	6342	4995
Total, 22 States for November	'35	251	231	3063	6972	10517	13628	19	13647	2319	128	15976	165	2587	2299
	'34	686	197	1415	4061	6359	7481	26	7507	1117	55	12690	71	1269	935
Total to Date	'35	36107	23424	148957	327105	535593	728975	1417	730392	65051	4635	551510	9748	124394	120601
	'34	24958	10440	82091	281240	398729	500659	1804	502463	55586	4300	485056	4614	65990	67[illegible]55

s, 22 States for November, 1935-1934

New Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

S GROUP			HUDSON GROUP			NASH GROUP			NON-AFFILIATED GROUP									
Oldsmobile	Pontiac	Totals	Terraplane	Hudson	Totals	LaFayette	Nash	Totals	Auburn	Graham	Hupp	Packard	Pierce-Arrow	Reo	Studebaker	Willys	Miscellaneous	Totals
37	67	642	18		18	2	1	3				11		1	10	1		1253
30	12	528	4	2	6	1	3	4		3				1	15	1	1	1010
54	62	360	7	9	16	2		2				27			7			613
35	18	129	3	1	4	2	4	6	2			2	1	1	5			240
111	95	961	39	21	60	6	6	12	3	12	1	58	1	2	11	28	1	2011
50	45	744	43	17	60	9	4	13	18	8	12	4		1	22	19	20	1641
163	87	1396	31	13	44	11	7	18	4	1	3	67		1	31	8		2789
93	55	1024	27	13	40	8	8	16	8	2	8	10		1	31	16	7	2071
15	20	234	21	6	27	7	7	14	3	6		5		1	17	9		656
13	9	283	8	5	13	1	2	3		3	4			1	22	4		628
103	129	1098	57	20	77	13	18	31		4	1	16		2	20			2502
103	87	1298	65	27	92	12	11	23	6	9	7	4		2	78	1	3	2501
132	97	1409	18	11	29	14	13	27		5	2	20		2	28	5		2763
34	32	769	23	10	33	26	15	41	1	3	5	8	1	2	35	6	8	1564
156	183	1455	32	22	54	10	22	32	4	10	7	81	3		36	1	1	3174
76	44	590	31	7	38	13	17	30	9	9	5	6	2	1	34		1	1379
178	201	1873	98	33	131	15	24	39	2	17	9	59	3	3	48	1		4362
81	44	1118	38	7	45	9	14	23	9	7	27	11	6	13	46	2		2148
311	227	2128	43	28	71	24	26	50	12	20	5	81	2	2	28	2		4647
140	110	1593	33	19	52	30	25	55	17	17	11	16	2	1	67	2	2	3115
17	17	238	21	9	30	5	12	17		1	1	8		1	9	2		658
7	7	250	13	7	20	6	1	7		1	2			1	11			534
35	31	408	11	5	16	2	4	6		1	2	7			11			831
11	17	313	8	1	9	4	1	5			4	1			11			617
165	142	2281	80	27	107	5	8	13		13	2	65		1	14	3	1	4596
77	100	1702	65	16	81	8	7	15	3	5	13	5			27	5	4	3086
13	21	315	10	1	11	4	3	7	1			2			3			715
12	12	213	4	3	7	2	4	6			1				11			338
98	105	895	47	22	69	24	20	44	5	19	4	37	1	1	38	50		2092
33	16	441	23	21	44	6	7	13	1	21	7	4		3	29	15		1014
67	83	1203	67	11	78	5	3	8	3	1	1	37			12	18		2297
63	56	1044	48	11	59	4	2	6	8	4	10	3		5	28	12	5	2055
32	31	328	13	9	22	12	6	18			2	11		2	9	2		813
25	9	267	19	4	23	12	4	16		1	1			2	10			559
41	12	288	22	7	29	8	11	19	2	6	3	19			18			731
20	3	215	12	10	22	6	11	17	3	9				1	19	1		468
129	140	1573	50	18	68	8	7	15	3	11	6	66		4	26	11		3768
55	75	1198	67	27	94	14	14	28	12	19	17	10	2	4	69	2	7	2544
167	105	865	35	23	58	8	14	22	3	14	2	30		1	45	36		2083
68	38	531	48	23	71	3	6	9	4	11	2	5		5	50	5		1142
132	81	939	47	17	64	9	9	18		6	4	33		4	17	3		2065
44	35	414	19	4	23	9	8	17	3	6	4	5		7	22	2		1135
431	363	2585	97	30	127	98	90	188	2	19	10	155		6	57	4		5922
199	111	1473	72	32	104	75	72	147	8	13	21	13	1	6	64		2	3117
2587	2299	23474	864	342	1206	292	311	603	47	166	65	895	10	34	495	184	3	51346
1269	935	16137	673	267	940	260	240	500	112	151	161	107	15	58	706	93	60	32906

TIONS REPORTED TO DATE 1935-1934

S GROUP			HUDSON GROUP			NASH GROUP			NON-AFFILIATED GROUP									
Oldsmobile	Pontiac	Totals	Terraplane	Hudson	Totals	LaFayette	Nash	Totals	Auburn	Graham	Hupp	Packard	Pierce-Arrow	Reo	Studebaker	Willys	Miscellaneous	Monthly Totals
4453	5864	41772	3010	1317	4327	851	833	1684	486	596	552	431	50	228	2677	267	108	136635
557	2863	13133	797	122	919		1468	1468	434	453	292	349	99	208	2242	506	610	61242
9220	8737	51864	3269	1264	4533	810	803	1613	423	900	440	348	39	194	2123	637	89	170615
1749	4206	34425	1805	767	2572	31	946	977	232	639	256	292	98	222	2228	355	431	94887
4755	13449	90263	4589	1844	6433	1216	1212	2428	482	1323	795	928	59	317	3304	974	56	261477
4602	7239	68288	4153	2223	6376	167	1418	1585	186	1173	317	421	144	222	4164	325	388	173287
7661	16038	117654	6156	2544	8700	1917	1748	3665	564	1891	947	3236	75	411	4527	952	62	319652
8916	9612	89936	5810	3169	8979	250	1501	1751	373	1838	516	646	189	261	4891	415	301	223050
7930	16058	102421	6113	2486	8599	1684	1593	3277	561	1838	877	3964	75	418	4479	981	52	293201
9331	9237	83318	5447	2703	8150	978	1738	2716	598	1537	656	516	211	519	4142	822	247	219225
6421	14978	106143	5704	2192	7896	1264	2144	3408	495	1728	724	4313	80	411	3966	1062	51	280360
9190	9931	92371	4663	1998	6661	1361	1343	2704	477	1291	670	582	193	466	5233	780	144	223864
5632	15208	110324	5454	2081	7535	1872	2081	3953	522	1763	727	4259	87	365	3913	1157	34	285195
9197	8618	93785	4209	1930	6139	1410	1216	2626	602	1532	694	841	220	467	4748	946	92	229006
1839	11906	98113	4583	1600	6183	2181	1702	3883	415	1570	627	3741	72	370	3317	860	31	233851
8524	6602	77196	3646	1692	5338	1341	961	2302	509	1288	662	635	184	394	3640	884	67	193198
6089	7427	68019	2782	1061	3843	1920	1374	3294	524	1234	492	2827	78	370	2726	594	27	157098
6313	4897	59220	2642	1247	3889	1038	907	1945	641	865	572	555	103	289	2554	562	62	146931
7807	8037	65292	2179	1030	3209	1492	1213	2705	358	1290	426	4970	108	288	2575	744	588	148389
6342	4895	55192	3293	1526	4819	1066	1132	2198	651	1003	616	636	90	310	3094	420	95	140937
2587	2299	23474	864	342	1206	292	311	603	47	166	65	895	10	34	495	184	3	51346
1269	935	16137	673	267	940	260	240	500	112	151	161	107	15	58	706	93	60	32906
4394	120[illegible]01	875339	44703	17761	62464	15499	15014	30513	4702	14299	6672	29895	733	3406	34102	8412	1276	2337798
5990	67[illegible]55	683001	37138	17644	54782	7902	12870	20772	4815	11770	5412	5580	1546	3416	37642	6108	2497	1738533

Passenger Car Registrations

Ten Months Plus 22 States for Nov., 1935-1934

MAKE	1935	Pos.	1934	Pos.	Unit Change
FORD	728,975	1	500,659	1	+228,316
CHEVROLET	551,510	2	485,056	2	+ 66,454
PLYMOUTH	327,105	3	281,240	3	+ 45,865
DODGE	148,957	4	82,091	4	+ 66,866
OLDSMOBILE	124,394	5	65,990	6	+ 58,404
PONTIAC	120,001	6	67,455	5	+ 52,546
BUICK	65,051	7	55,586	7	+ 9,465
TERRAPLANE	44,703	8	37,138	9	+ 7,565
CHRYSLER	36,107	9	24,958	10	+ 11,149
STUDEBAKER	34,102	10	37,642	8	— 3,540
PACKARD	29,895	11	5,580	17	+ 24,315
DE SOTO	23,424	12	10,440	14	+ 12,984
HUDSON	17,761	13	17,644	11	+ 117
LAFAYETTE	15,499	14	7,902	15	+ 7,597
NASH	15,014	15	12,870	12	+ 2,144
GRAHAM	14,299	16	11,770	13	+ 2,529
LASALLE	9,748	17	4,614	20	+ 5,134
WILLYS	8,412	18	6,108	16	+ 2,304
HUPP	6,672	19	5,412	18	+ 1,260
AUBURN	4,702	20	4,815	19	— 113
CADILLAC	4,635	21	4,300	21	+ 335
REO	3,406	22	3,416	22	— 10
LINCOLN	1,417	23	1,804	23	— 387
PIERCE-ARROW	733	24	1,546	24	— 813
MISCELLANEOUS	1,276		2,497		— 1,221
TOTAL	2,337,798		1,738,533		+599,265

Geographical Analysis

Ten Months, 1935-1934
PASSENGER CARS

	1935	1934	Unit Change	Percentage Change
New England	149,258	123,948	+ 25,310	+20.4
Middle Atlantic	441,983	354,715	+ 87,268	+24.6
South Atlantic	246,430	201,530	+ 44,900	+22.2
E. North Central	587,728	403,111	+184,617	+45.8
E. South Central	102,253	84,603	+ 17,650	+20.8
W. North Cent.	277,486	182,473	+ 95,013	+52.0
W. South Cent.	193,403	164,317	+ 29,086	+17.8
Mountain States	79,684	54,982	+ 24,702	+45.1
Pacific States	208,227	135,948	+ 72,279	+34.2
TOTAL	2,286,452	1,705,627	+580,825	+34.0

State by State

	1935	1934	Unit Change
NEW ENGLAND	149,258	123,948	+25,310
Maine	11,884	10,908	+ 976
New Hampshire	8,808	7,320	+ 1,488
Vermont	6,101	4,503	+ 1,598
Massachusetts	77,022	65,348	+11,674
Rhode Island	12,707	10,818	+ 1,889
Connecticut	32,736	25,051	+ 7,685
MIDDLE ATLANTIC	441,983	354,715	+87,268
New York	206,059	166,540	+39,519
New Jersey	71,998	56,334	+15,664
Pennsylvania	163,926	131,841	+32,085
SOUTH ATLANTIC	246,430	201,530	+44,900
Delaware	5,856	4,428	+ 1,428
Maryland	29,867	22,060	+ 7,807
District of Columbia	24,489	17,081	+ 7,408
Virginia	37,648	27,528	+10,120
West Virginia	22,161	19,898	+ 2,263
North Carolina	46,114	40,046	+ 6,068
South Carolina	19,365	16,813	+ 2,552
Georgia	34,317	30,495	+ 3,822
Florida	26,613	23,181	+ 3,432
E. NORTH CENTRAL	587,728	403,111	+184,617
Ohio	148,768	116,134	+32 634
Illinois	154,327	99,678	+54,649
Indiana	78,176	48,649	+29 527
Michigan	144,978	102,296	+42,682
Wisconsin	61,479	36,354	+25,125
E. SOUTH CENTRAL	102,253	84,603	+17,650
Kentucky	30,216	23,649	+ 6,567
Tennessee	32,617	25,113	+ 7,504
Alabama	23,367	21,428	+ 1,939
Mississippi	16,053	14,413	+ 1,640
W. NORTH CENTRAL	277,486	182,473	+95,013
Minnesota	57,652	34,159	+23,493
Iowa	56,968	34,414	+22,554
Missouri	66,134	51,175	+14,959
North Dakota	11,578	7,217	+ 4,361
South Dakota	12,005	6,377	+ 5,628
Nebraska	29,639	19,681	+ 9,958
Kansas	43,510	29,450	+14,060
W. SOUTH CENTRAL	193,403	164,317	+29,086
Arkansas	16,037	14,401	+ 1,636
Louisiana	23,062	20,428	+ 2,634
Oklahoma	42,428	35,499	+ 6,929
Texas	111,876	93,989	+17,887
MOUNTAIN STATES	79,684	54,982	+24,702
Montana	16,393	9,116	+ 7,277
Idaho	9,823	6,295	+ 3,528
Wyoming	5,492	3,924	+ 1 568
Colorado	21,058	16,362	+ 4,696
New Mexico	6,614	5,237	+ 1,377
Arizona	7,671	5,600	+ 2,071
Utah	9,434	6,168	+ 3,266
Nevada	3,199	2,280	+ 919
PACIFIC STATES	208,227	135,948	+72,279
California	157,967	103,002	+54,965
Oregon	20,578	12,431	+ 8,147
Washington	29,682	20,515	+ 9,167
TOTAL	2,286,452	1,705,627	+580,825

New Commercial Car Registrations, 23 States for November, 1935-1934

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

STATES		Austin	Autocar	Brockway	Buick	Chevrolet	Diamond-T	Dodge	Federal	Ford	G.M.C.	Indiana	International	Mack	Plymouth	Reo	Sterling	Stewart	Studebaker	Terraplane	White	Willys	Miscellaneous	TOTAL
Arkansas	'35					149		49		154	1	1	51		1	2					1			409
	'34					152	6	25		101	2		28								1		2	317
Delaware	'35			1		24		3		17	4	1	4								5			59
	'34					17		6		9	9		3		1			1		1	1			48
Georgia	'35					239	2	85		278	10	3	67	1		3			2		4	7		701
	'34	1				258	2	45	4	170	8	4	44			6			2		8			552
Idaho	'35					50	4	47		75	1	1	34							1	1	1		215
	'34					83	1	25		75			16			1								201
Illinois	'35					328	13	171	3	449	35	2	131	1		5			3		1	3	25	1170
	'34	3	3			588	22	126	6	353	94		87	1		9			4	1	4		4	1305
Kansas	'35				1	151	3	36	1	142	1	3	66			2			1	2			4	413
	'34				1	176	3	34	1	147	4		43	1		3			3	1			2	419
Louisiana	'35	1				156	4	51		224	5	1	72								6	2	2	524
	'34	3				163	2	53		131	4		29			1					2		1	389
Maryland	'35		5	2		146	22	36		217	16	2	62	2	3	4		1	9		6	4		537
	'34		3	2		87	2	43		77	14		48	5		4			1		8		2	296
Minnesota	'35					276	19	100	2	315	10	1	75	9		8			12	1	8		5	841
	'34		1		5	256	8	57	1	168	24		56	2		4					2		2	586
Missouri	'35		2			393	10	92	7	346	45		119	3		5		1	3	1	7		17	1051
	'34					422	19	73	13	229	20	1	64	3		2			2		1		6	855
Montana	'35					53	6	25	5	80	1		55			1			2			2		230
	'34					83	2	19		67	1		37	1									2	212
New Mexico	'35					92	2	29		91	1		41			3						1	1	261
	'34					150	4	37		101	1		30			3								326
North Carolina	'35					331	6	111		343	12	2	76	1	1	1			3		7	1	3	898
	'34					367	3	112		180	9	1	51	1		1			1	3	9		6	744
North Dakota	'35					42	1	20		51	3		30								2	1		150
	'34					46		12		19	1		27						1				1	107
Oregon	'35					78	1	56	4	145	15	3	34			9			3	1		8	4	361
	'34					94	4	28	2	50	9		12			1			1	1				202
Pennsylvania	'35		22	27	1	535	42	350	16	911	89	16	350	32	2	41	1	32	31		49	6	16	2569
	'34		5	10		538	24	329	11	501	60	19	179	10	1	83		8	21	3	40		7	1849
South Carolina	'35					213		54	1	148	9		38								2	6		471
	'34	1				283	1	52		137	9	1	22	2		1			1	1	2		2	515
South Dakota	'35					36	1	34		48	1	1	21		1						1			144
	'34					89	2	21		70	8		23			1			3					217
Utah	'35					48	1	41		52	1		21			1					1	2		168
	'34					97	2	22		47	2		21						2					193
Virginia	'35	1	4	3		274	4	110	3	330	17	1	84	1		5					9			846
	'34	6			1	367	3	125	1	181	28	1	57	3		9			2	1	3		3	791
Washington	'35					64	8	56	1	114	7	1	38			5				1	2	1	1	299
	'34					61	2	63		46	6	4	11			2			2	2		1	5	205
West Virginia	'35					146	12	71	2	172	15		49		1	4			1		7	2	3	485
	'34					149	1	58	5	121	13		34			7			1	2	3		5	399
Wisconsin	'35		1			153	15	99	4	250	17	2	84	1	5	2	2		3		5	2	31	676
	'34		1			250	18	71	5	189	21		53	2		6		1	3		3		5	628
Total, 23 States for November	'35	2	34	33	2	3977	176	1726	49	4952	316	41	1602	51	14	101	3	34	73	7	124	49	112	13478
	'34	14	13	12	7	4776	131	1436	49	3169	347	31	975	31	2	144		10	50	16	87	1	55	11356

Commercial Car Registrations to Date, 1935-1934

STATES		Austin	Autocar	Brockway	Buick	Chevrolet	Diamond-T	Dodge	Federal	Ford	G.M.C.	Indiana	International	Mack	Plymouth	Reo	Sterling	Stewart	Studebaker	Terraplane	White	Willys	Miscellaneous	TOTALS
January	'35	35	71	86	28	9867	550	5141	152	13260	858	27	3513	114	5	380	10	42	127	29	281	9	174	34759
	'34	62	79	91	8	8917	406	2581	120	6650	555	80	2284	161	6	289	9	61	98	8	204	2	232	22908
February	'35	34	41	54	12	11701	499	3271	113	14330	570	13	3174	63	3	292	10	34	107	15	204	69	188	34797
	'34	68	58	81	6	10718	420	2723	121	6459	453	57	2150	144	8	339	14	60	109	4	300	5	179	24476
March	'35	30	56	67	22	13744	534	4284	132	16805	850	14	3673	100	8	389	14	60	135	34	244	138	178	41511
	'34	84	64	117	16	15112	501	4154	170	8632	717	61	2841	145	9	461	10	67	126	6	391	2	198	33884
April	'35	14	79	109	21	15024	568	5708	177	17943	870	24	4554	159	18	449	31	62	189	90	285	152	259	46785
	'34	73	88	104	14	15050	534	4367	178	13167	839	64	2729	206	9	527	[illegible]	90	123	23	494	2	197	38882
May	'35	17	78	97	14	16284	570	5381	193	17591	883	27	4807	189	54	616	5	60	229	72	267	224	310	47968
	'34	63	146	117	20	14148	508	4441	186	14390	1031	45	2849	212	10	578	10	103	193	88	499	1	193	39831
June	'35	13	73	113	5	17576	572	4911	178	17385	901	38	4710	103	87	439	16	69	218	108	220	266	242	48243
	'34	22	95	108	10	12981	481	3729	196	12205	884	43	2435	154	15	504	9	67	133	72	404	1	230	34778
July	'35	10	99	114	4	18608	593	5336	202	18073	857	103	5308	147	129	439	19	85	219	86	233	298	281	51243
	'34	17	99	147	11	14704	457	4224	182	12492	951	44	2548	202	16	416	17	67	156	67	352		321	37490
August	'35	5	91	143	1	18554	591	5723	219	16429	1312	118	5231	145	110	476	9	94	264	77	236	253	274	50355
	'34	6	61	107	11	15790	508	4754	162	14055	1033	41	2809	143	15	439	15	56	138	52	296	7	292	40790
September	'35	7	76	128	1	13783	555	5901	209	14126	1362	110	5199	111	51	427	9	94	188	65	437	254	141	43234
	'34	5	118	74	12	15159	420	4086	158	12250	1240	39	2538	103	9	369	3	31	153	62	199	1	196	37225
October	'35	5	94	143	3	10310	608	7241	206	13270	1096	220	5845	503	48	604	17	104	233	33	686	218	1756	43243
	'34	24	169	118	10	15723	535	4669	200	13544	1106	156	3238	146	11	364	16	52	212	57	304	2	222	40878
Total, 23 States for November	'35	2	34	33	2	3977	176	1726	49	4952	316	41	1602	51	14	101	3	34	73	7	124	49	112	13478
	'34	14	13	12	7	4776	131	1436	49	3169	347	31	975	31	2	144		10	50	16	87	1	55	11356
Total to Date	'35	172	792	1087	113	149428	5816	54623	1830	164164	9875	735	47616	1685	527	4612	143	738	1982	616	3217	1930	3915	455616
	'34	438	990	1076	125	143068	4901	41164	1722	117013	9156	661	27396	1647	110	4430	107	664	1491	455	3530	24	2315	362483